Discussion, Amendment and Passage of the Internal Revenue Bill.

Meeting of the Board of Managers of the Soldiers' Homes.

Ben Butler After Liberal Scalps in the House.

Secretary Boutwell on the Duties on Glass and Glassware.

THE TREDIT MOBILIER INVESTIGATION.

WASHINGTON, Dec. 6, 1872. Passage of the Amended Internal flev

enue Bill. The House has entered with zeal upon the bus ness of legislation. Seldom has there been so much accomplished in the beginning of a session within a short time before the holidays as in the present one. Commissioner Douglass' Internal Revenue bill, which will bring about a revolution in one of the most important branches of the government, was discussed, amended and passed by the House in a single day. The bill just passed will, according to Mr. Dawes' estimate, produce a saving of \$3,000,000 over the law as it now stands and \$1,700,000 over the act of June 6, 1872. An nendment by Mr. Bingham, calling upon the collectors to give new bonds on account of change brought about by the bill in the nature of their enties, was likewise carried. Having passed the Internal Revenue bill, the House adjourned to

A bend Doorkeeper Remembered. During the debate a telegram was received an owneing that W. W. Dantz, a doorkeeper of the House, and his wife and child, were among the killed in the terrible railroad accident on the Pennsylvania Railroad. Appropriations were imme diately made by the House for defraying the trans portation of their bodies to their former home, Greenlake, Wis., as well as their funeral expenses.

Butler After the House Committees. General Butler has prepared a resolution to revise the committees of the House. He will probably present it on Monday. This is looked upon as an attempt to enforce party discipline, according to the programme just carried out by the Senate Botler's resolution aims at ousting such prominent liberals as Farnsworth, Banks and Blair from the Chairmanships of the three important committees. If it is passed the duty of making the new nomina tions devolves upon the Speaker, whose broad shoulders will likewise have to bear the odium attached to such a partisan measure. But there is and require a two-thirds majority of the House and the dominant party does not command that er of adherents. Butler's resolution is, therefore, intended for demonstration rather than real

The Credit Mobiller Affair. The committee to investigate the Credit Mobiller charges against Speaker Blaine and others had a to-day, but nothing was done beyond organization for business, as Oakes Ames, the cost important witness, is absent. The committee will meet again on Tuesday, when Speaker Blaine will make any explanatory statement, after which see will hear the testimony of Cakes Ames and McComb.

The Poreign Affairs Committee and St. Domingo.

de regard the composition of the Committee on Foreign Relations as favorshie to the annexation of St. Domingo, or any ther administration measure. Last year there ere on the committee Senators Schurz and Cas orly, decided opponents of the administration. with Patterson doubtful at times. Since then Pat on has been defeated as a candidate for re-election to the Senate. And he is a staunch Grant man ly to accept an office after the 4th of March, while Howe replaces Casserly. Schurz will have a aard rew to hoe in opposing Cameron, Harlan, man, Howe and Patterson; but he likes Lewis, of Alabama, Wanting Recog-

The committee appointed by General Lewis, of Absbuma, visited the Attorney General to-day and presented several papers, containing their expres-sions upon the legality of the Legislature they represent, for official consideration of the authorities

tions to Collectors of Customs. The Secretary of the Treasury to-day addressed the following letter to the Collector of Customs at

New York:— 818—Under date of the 5th of August last the fol-

New York:—

Six—Under date of the 5th of August last the following telegram was sent to the Collector of Customs at Baltimore:—"The terms glass and glassware in the new rariff should be understood as referring only to such articles as are commercially known by those terms." Similar instructions were subsequently given to the customs officers at the various ports. From the decisions of said collectors, acting under these instructions, large numbers of appeals have Len taken to the Department, involving the reduction of the duty on various articles. After due consideration it is deemed advisable by the department to review the rulings contained in the instructions aforesaid, and after a re-examination of the various provisions of law imponnection therewith I am of opinion that the uprit of the act of June 6, 1872, and a fair interpretation of the wording of the various statutes in regard to the rates of duty on glass and glasswalle, would give those terms in meaning equivalent to the ferms "articles of glass" or "manufacture of glass," and that all articles which underlaws brior to that of June 6, 1872, would be classified for duty as manufactures of glass, or which are specially enumerated as glass goods, should be entitled to the reduction of duty. An enumeration of some of the articles upon which appeals have been taken confirms this review. For instance, watch crystals, spectacle glasses, glass elow dards, glass paper weights, &c., are wholly of glass, and must be recognized as such undersaid act of June 6, 1872. The department therefore decides in accordance with the views above mentioned, and directs that your practice shall be in accordance therewith, allowing a reduction of ten per cent on all articles or manufactures of glass which, under the laws prior to June 6 last, would be classified as glass or glass agoods. This will include silver-plated glass. Upon appeals which have heretofore been taken, refunds will only be made where the requirements of the act of June 30, 1844, both as regards protest and a

The Cabinet Meeting to-day was attended by all the members. The

session was of brief duration, and nothing was under consideration of extraordinary importance. Bridges Across the Ohio.

The bill to regulate the construction of bridges across the Ohio, as reported by Mr. Scott, from the Committee of Conference, stands substantially as it passed the Senate at the last session, except that the section passed by the House repealing the law of 1869, authorizing the construction of a bridge at Paducah, is agreed to by the Senate. The section relating to the bridge at Wheeling is retained, also the section allowing the use of higher pressure on freight tugs on the Ohio than is allowed by the general steamboat law. The bill provides that every bridge constructed across the Ohio above the mouth of the Big Sandy shall have at teast one span of not less than ninety feet above low water and not less than forty feet above local highest water, measured to the lowest part of the span; and that every bridge crected below the mouth of the Big Sandy shall have at least one span of not less than one hundred feet above low water and forty feet above highest water, with a clear opening of at least four hundred feet between the piers, measured at right angles to the current at every stage of water.

The Soldiers' Homes. The Board of Managers of the National Homes

for Disabled Soldiers was in session at the White se to-day. There were present General Grant, " Butler, who is President of the Board;

WASHINGTON. | State | Martin file, of New York; Governor Smith, J New Hampshire; General Osborne, of Illinois Dr. Wolcott, of Wisconsin, and L. B. Ganekei, of Onio, the last named having recently been cleeted to the House of Representatives from Schenck's old district. The annual expenses of the Homes at Dayton, Milwankee, Augusta and Hampton are about \$800,000, and the number of veterans applying for homes on account of their mability to work caused by wound or discase during the war is increasing. It was voted to-cay to purchase 100 acres more land at Dayton and to enlarge the buildings there. General Hincks, now in command of the Home at Hampton, was

An American Register for a British The Secretary of the Treasury has granted an

American register to the British-built schooner J. R. Lawrence, which recently went ashore and was wrecked off Newburyport.

Treasury Balances.

The balances in the Treasury at the close of business to-day were as follows:—Currency, \$5,488,226; coin, \$69,178,951; coin certificates, \$19,519,500; special deposits of legal tenders for redemption of certificates of deposit, \$22,193,000.

Obscene Matter in the Mails.

The recent decision of the Attorney General rela tive to the right of postmasters to suppress of scene matter passing through the mails does not declare that such copy, when is positive evidence of its be cent and in violation of law, shall not be expelled only that postmasters have no right to break open seals upon suspicion that the copy contains

THE MIFFLIN DISASTER.

Further Particulars of the Accident-How It Came About.

PHILADELPHIA, Dec. 6, 1872. The following particulars of the railroad disaster,

from passengers, have been received here:-When about one and a half miles west of Mifflin the engineer of the second section in rounding a curve discovered red lights of a train a short distance ahead. He promptly applied the air brake and arrested the motion of the train. The sudden

and arrested the motion of the train. The sudden check, however, parted the coupling between the express and baggage cars. The engine and express car dashed ahead controlled by the brake of the engine alone. The accident was the immediate result of the coupling breaking.

WHEN THE COUPLING PARTED the rear train came easily and gently to a standstill; but when the engine became detached it lost control of the brakes and flew with lightning-like rapidity into the first train, which was running at the time at fully fifteen miles per hour. The result of the crash was that the two rear Pulman cars of the first train were violently driven into each other, with the fatal results already stated. The rules of the company are imperative that where two sections of passenger trains are run the rear section must be kept at least fifteen minutes behind the first. To insure this operators of telegraph stations are required to show a red light for fifteen minutes after the first section passes, and, as an additional precaution, to prevent the contingency of the first train losing time between stations, the rear brakeman is provided with English fuse signals, which will burn fifteen minutes under all circumstances. These signals he is required to light and throw off at frequent intervals whenever his train is found to be losing time. The conductor is required to see personally that this is done. The officers of the road are not yet able to give any opinion with regard to

regard to

WHO IS RESPONSIBLE FOR THE DISASTER,
but have promptly instituted a searching investigation. This is the first instance, we believe, on
record, of the telescoping of Pullman cars, their
solid structure usually resisting the force of ordinary collisions.

A Partial Investigation-Testimony of the Brakemen and Engineer. HARRISBURG, Pa., Dec. 6, 1872.

At a partial examination here this evening in relation to the collision on the Pennsylvania Railroad last night, the flagman of the first train testified that a few minutes before

train testified that a few minutes before the collision and when two-thirds over a straight piece of track, two mins in length, he observed the second train coming; moved the red light as a warning signal; felt sure it was observed by the engineer of the train following, as there appeared to be a slackening of speed; the first train broke the coupling just before the accident, out was moving about fifteen miles an hour when struck by the second train.

The engineer of the second train testified that when he reached the two miles of straight track he watched for the rear end of the first train, but did not see it; when he struck the straight track the headlight of an approaching freight train on the left track prevented him seeing the waving of the red light; as he rounded the third curve beyond the first saw the rear of the first train; applied the air brake, reversed; but the momentum was such that when a coupling broke between the tender of his engine and the first car he could not prevent the collision; had not the slightest idea tha; the first train had lost any first car he could not prevent the collision; had not the slightest idea that the first train had lost any time from the last station until the engine was about to strike it. The engineer is one of the oldest and considered one of the most cautious on the road. The examination will be continued to-mor-

THE SYRACUSE RAILROAD ACCIDENT. Coroner's Condemnation of the Management of the Road.

SYRACUSE, N. Y., Dec. 6, 1672. The Coroner's inquest in the case of Peter Mehan engineer on the Syracuse and Binghamton Railroad, who was killed by the disaster on Thanksroad, who was killed by the disaster on Thanksgiving Day, was concluded this afternoon. In their
verdict the jury find the engineer came to his death
by being crushed under the engine which was upset. The jury find that the track of this
road is in many places very much worn and dilapidated and is wholly unfit for passenger traffic in
the locality of the accident; that many of the rails
are insecurely laid; that a considerable portion of
the track is laid with pieces of rail ranging from
six to twelve feet in length, and concludes by condemning the management of the operative branch
of the road in very strong terms.

BRIGHAM'S DOMAIN.

Apostle Cannon Believes Plural Marriages Always Have Existed and Always Will Exist-The Emaciated Wife of the Jealous Welshman Still Alive.

SALT LAKE CITY, Dec. 6, 1872. A portion of Wheeler's expedition returned to Salt Lake to-day, and the remainder are expected Mr. George Q. Cannon, who claims to be delegate elect to Congress, says in his paper to-night that plural marriage is correct; the principle always did exist, and, he believes, always will.

Two more daily papers are projected in this city. There are four dailies already.

Mrs. Griffiths, one of the victims of the terrible tragedy yesterday, is still alive, but there are no hopes of her recovery.

A DARING ROBBER.

Brutal Outrage on a Northern Man in Virginis-A Penitentiary Practictioner Decoys Him from a Railway Station, Gives Him the Slung-Shot, and Robs

Him of Money and Baggage.
RICHMOND, VA., Dec. 6, 1872.
A most daring highway robbery occurred here to-day. A Northern man, named Stephen Hender-son, who had been on business at the Big Bend

Tunnel on the Chesapeake and Ohio Raliroaq, West Virginia, was en route through this city to his home North via the York River route. He arrived here last night, and to-day directed his footsteps to the depot. Here he was accosted by a stranger, who subsequently turned out to be a notorious expenitentiary convict named Jack Champion.
This individual endeavored by his good address and plausible manners to keep Henderson in conversation until the train had departed. He then decoyed him away from the depot towards Rockett's, beyond the city limits, and struck him with a slung-shot on the temple and knocked him senseless. The Penitentiary practitioner then rifled the pockets of his victim of a large amount, took his entire baggage and then decamped, leaving him for dead.

As soon as Henderson recovered he notified Chief of Detectives Knox and Detective Wren, who shortly afterwards arrested Champion at Rockett's, He was fully identified by Henderson this evening, so horrible was the outrage that threats of lynching the highwayman were freely made by the citizens. He is well manacled and closely guarded in the First station house to-night, and will appear before the Police Justice to-morrow for preliminary examination.

PROPELLERS RUNNING AN ICE BLOCKADE. BUFFALO, N. Y., Dec. 6, 1872.

The propeders Fountain City, Cuba, Passaic, Ply mouth and Montrea! took advantage of the open weather of the last few days, and ran the ice gauntlet, arriving here with their cargoes of grain to-day. The propellers Russin, Mohawk and Badger State are expected to-night. The Cuba and Passaic report forcing their way for several imigs through ice right inches thick.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE CHIEF SIGNAL OFFICER,
WASHINGTON, D. C., Dec. 7—1 A. M.
Synopsis for the Past Twenty-four Hours.

The barometer has riseu at the Canadian sta-tions and in the Middle and Eastern States, northerly and northwesterly wind partly cloudy, moderate weather. On Lower Lakes westerly to northerly high barometers and cloudy weather prevail; in the Northwest high pressures, cold and partly cloudy weather, with southeasterly winds, which conditions extend over the Upper Lakes, but southward to the Ohio River gentle high barometers; in the Gulf and South Atlantic States northerly and easterly winds, slowly increasing pressure and mild, partly cloudy weather. Probabilities.

For the Northwest, Wisconsin and the Upper Lakes light southeasterly and southwesterly winds, high barometers, cold and partly cloudy weather South Atlantic States partly cloudy and clearing weather, with northeasterly winds, the Lower takes and thence over the Mandie and Eastern States northerly winds, high barometers and partly cloudy weather, with singhtly lower temperatures; generally clear weather and northwesterly winds in Canada.

The Weather in This City Yesterday. The following record will show the changes in

comparison with the corresponding day of last year, as indicated by the thermometer at Hudnut's Pharmacy, Heral D Building:— 1871. 1872. 3 A. M. 15 32 3:30 P. M. 26 40 6 A. M. 15 31 6 P. M. 26 37 9 A. M. 17 35 9 P. M. 27 34 12 M. 19 40 12 P. M. 29 34 Average temperature vesterday. 352

CALIFORNIA

The Great Diamond Swindle and How the Matter Was Managed in New York SAN FRANCISCO, Dec. 6, 1872.

Matilda Heron has settled the controversy about her claims on the estate of H. H. Byrne with the executor.

executor.

William M. Lent's history of the great diamond fraud occupies four columns of the Bulletin. Roberts was the first man who hinted to him the nature of the pretended discoveries, who took him to Harpending's house and scattered the gems over a billiard table. Lent was excited and wanted Raiston to be let in. Roberts said Arnold would not consent to that. He refused to sell the claims or tell, where they were located. Lent, Harpending and Arnold met in New York, where the diamonds were valued by Tiffany's experts at \$130,000. Janin's report, obtained afterwards, confirmed Arnold's stories. Raiston, Barlow, Dodge, Fry and others were let into the enterprise. There was a hard struggle to secure the benefits of the discovery to the people of California. Lent was finally successful. Arnold was successful and got his pay; Janin also got his pay. The company was organized here. Lent was made president and Raiston treasurer. Arnold, Slack and Cooper own that they employed Harpending to sell the Buribari mine. New Mexico, to English capitalists. Near Fort Defiance were found rubies and garnets, and it was determined to sell the discovery. It was found necessary to change the precious stones from rubies to diamonds. Cooper finally proposed to get some diamonds from the Diamond Drill Company of this city, and mix them with other stones and sait the earth and make a show.

The proposition was accepted. The parties be-

show.

The proposition was accepted. The parties began to hunt for capitalists. To Roberts, the first capitalist they spoke to, they said that they wished to sell part of the fields so as to secure the means for developing the rest. Roberts said he would have Harpending join in and wrote him to that effect.

have Harpending join in and wrote him to that effect.

Then Slack and Arnold went to New York with a bag of rubies and the old diamond drill stock. The gems were deposited with Tifiany, who pronounced the diamonds genuine. Arnold talked of the vast deposits, but refused to disclose the location, and declared that he was unable to either sell or show the gems. They then determined to sait the ground and to lead a party to the place in Colorado, near Fort Defiance. With the gems in their possession and those purchased in London the ground was fixed for a scientific exploration.

The Janin and Rubery party followed Charence King and watched him in the fields as he hunted, surveyed and dug at Mess. King subsequently met

The Janin and Rubery party followed Clarence King and watched him in the fields as he bunted, surveyed and dug at Mess. King subsequently met Rubery, laughed, and said he thought the affair was a "seil," in which idea Rubery concurred, for one foot outside of certain lines not a diamond could be found. Rubery afterwards meta man living near the grounds who said that Arnold and Slack told him a year before that if they had a bucketful of red stones and \$200 worth of diamonds they would get un a big excitement, sell out and make would get up a big excitement, sell out and mak their fortune. They got the stones and diamonds

and the rest followed.

The Grand Jury still have the swindle before them, but they have made no report of their proceedings. Nothing of the kind ever occurred in California which has produced greater excitement in all circles. Cooper is here. Arnold and Slackare reported to be in the country.

A WIDOW STARVED TO DEATH.

Yesterday afternoon Coroner Parslow, of Hobowas found dead in her room, corner of Sixth and Grand streets. Since the 30th of November no Grand streets. Since the 30th of November no human footsteps passed the threshold of her soiltary habitation, her son was away in New York, and she had been suffering from a severe illuess. She became too feeble to lit her hands, and there was no fiel to heat the room and no food but a stale piece of bread. She sank helpless to the floor in a seminude condition, never to rise again except in the agonies of death. No sounds being heard in the dismal apartment, the door was broken open by some of the neighbors, and the miserable sufferer had barely time to receive the last consolation of religion when she expired, a victim to hunger and distress.

SHIPPING NEWS.

Almanae for New York-This Day.

OCEAN STEAMERS. DATES OF DEPARTURE FROM NEW YORK FOR THE

MONTH OF DECEMBER,			
Steamers.	Sails.	Destination.	Office
City of Montreal Donau	Dec. 7 Dec. 7 Dec. 11 Dec. 12 Dec. 12	Liverbool Bremen Glasgow Liverpool	19 Broadway 15 Broadway. 2 Bowling Green 7 Bowling Green 29 Broadway. 15 Broadway. 15 Broadway.
City of Brussels America India Cettic Minnesota Westphalia Oceanic City of Paris Weser California	Dec. 14 Dec. 14 Dec. 14 Dec. 14 Dec. 18 Dec. 19 Dec. 21 Dec. 21 Dec. 21 Dec. 21	Liverpool. Glasgow Liverpool. Liverpool. Hamburg Liverpool. Liverpool. Liverpool.	la Broadway. 2 Bowling Green 19 Broadway. 20 Broadway. 10 Broadway. 11 Broadway. 12 Broadway. 13 Broadway. 14 Broadway. 15 Broadway. 16 Broadway. 17 Bowling Green 18 Broadway. 18 Broadway. 19 Broadway. 19 Broadway.

PORT OF NEW YORK, DEC. 6, 1872.

CLEARED.

Steamship Atlantic (Br), Glendell, Liverpool vin Queens-lewn—J Hyde Sparks.

By Anglia (Br), Smail, Glasgow—Henderson
By Anglia (Br), Smail, Glasgow—Henderson
By Steamship Glaucus, Bearse, Boston—F P Dimock
Ship Robens, Daggett, Havre—Boyd & Hincken.
Bark Atlas (Aus), Premuda, Tyne Docks—Slocovich & Co.

Bark Sabioncello (Aus), Cassovich, Cork-Slocovich & Bark Jane Ure (Br), Jenkins Dublin-J F Whitney & Bark Mandigo (Br), Lambord, St Johns (Antigua)-G

Bark Mandigo (617), Lauro, Barcelona—Slocovich & Co.
Brig Keystone, Barter, Havana—Jas E Ward & Co.
Brig Keystone, Barter, Havana—Jas E Ward & Co.
Brig Peter Roberts (Br), Hunter, Windsor, NS—Cranlail, Berteau & Co.
Schr A L Putnam, West, Para—B J Wenberg.
Schr Ricardo Barros, Newton, Havana—B J Wenberg.
Schr Geo Hall, Wade, Aux Cayes—S C Lond & Co.
Schr Potosi, Jackson, Galveyton—Theo Nickerson & Schr G M Poster, Allen, Musquito Inlet, Fla-H W Loud

Schr A G Ireland, Townsend, Wilmington, NC-Van Brunt & Bro. Schr A Hugel, Hewitt, Richmond, Va-A Albott. Steamer Vulcan, Wilcox, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD SIEAM VACHES AND HERALD WHITESTONE TELEGRAPH LINE.

Steamship Java (Br), Martyn, Liverpool, Nov 23 and Queenstown 24th, with mose and 229 passengers to Chas of Francklyn. Nov 28, lat 51 02, lon 30 62, passed an Allen steamer, bound east, 29th, lat 59 48, lon 34 18, a White Star steamer, dot Dec 4, lat 43 22, lon 69 33, passed a brig with foremest head and maintopmast gone, standing ME; 6th, 74 miles east of Sandy Hook, steamship Silesia (NG), hence for Hamburg.

Steamghip Uity of Montreal (Br), Mennedy, Liverpool

weather my to Hatteras; from thence 8 days, with heavy Wand NW winds.

Brig Laura Gertrude, Risk, Seville via Perth Amboy (where she discharged part of cargo), with moise to Doilner, Potter & Co.

Brig Kodiak, Downing, Alicante 67 days, with moise to order; vesset to F Talbot & Co. Passed Gibraitar Oct 31; took the southern passage and had moderate weather; was 5 days north of Hatteras.

Brig Santo Prisco (Ital), Caffero, Girgenti 60 days, with sulphur to David Taylor & Son; vesset to Slocovich & Co. Passed Gibraitar Oct 31; took the southern passage and had variable weather to Bermuda; from thence 8 days, with heavy westerly gales.

Brig Michelina (Ital), Esposito, Allpandretta Sept 3 and Gibraitar Nov I, with wool to order. Took the Southern passage and had fine weather up to Bermuda; from thence 12 days, with heavy M and NW gales.

Brig Friede (NG), Timmermanu, Rio Grande 65 days, with his hides to order. Crossed the Equator Nov 3, in lon 33; had fine weather up to lat 33, lon 72 26; from thence 17 may 10 lat 35, lon 72 26; from thence 18 days, with truit wood boothady), Pinkham, Baracoa 12 days, with truit wood boothady, Pinkham, Baracoa 12 days, with truit wood boothady, Pinkham, Baracoa 12 days, with truit per local port.

Schr Chingarora, Dexter, Virginia.

RETURNED—Steamship Benefactor, Jones, hence for vilinington, NO, Nov 30, to the Lorillard Steamship Co-lec 2, in a heavy SW gale lost rudder; put into the Dele-vare Breakwater and was towed from thence to this orb by steamship Volunteer.

BOUND SOUTH.
Schr Trott King, Bradford, Calais for New York, with Schr Samuel McManemy, McManemy, Boston for Philto order.

t Connors, O'Toole, Bangor for New York, with
E Holyoke & Co.
rren Gates, Smith, Millstone for New York, Schr Alfred Hall, Rockland for New York, with lumber to Boardman & Co.
Schr Alfred Hall, Rockland for New York, with lime to

Schr Wreath, Providence for New York,
Schr Arctic, Wnitney, Fall River for New York,
Schr Arnan Barton, Fink, Boston for Philadelphia.
Schr James Buchaman, Kelley, Derby for New York,
Schr James Buchaman, Kelley, Derby for New York,
Schr James Buchaman, Kelley, Derby for New York,
Schr Belle of New York, Fall River for New York,
Schr Belle of New York, Fall River for New York,
Schr Francis H Brooks, Francis, Naank for New York,
Schr Francis H Brooks, Francis, Naank for New York,
Schr Henry Croskey, Fall River for New York,
Schr J. R. Mitchell, Morrell, Greenwich for New York,
Steamer Ospray, Kenney, Fall River for New York,
with mise and passengers.
Steamer United States, Davis, Fall River for New York,
with mise and passengers.

schr B M Smith, Stone, New York for Norwich.
Schr J M Brainard, Bael, South Amboy for Newport.
Schr J M Brainard, Bael, South Amboy for Newport.
Schr Henry Castoff, Dirmont, New York for Weymouth.
Schr Hauthe, Crockett, Elizabethport for Boston.
Schr Undie. Simmona, New York for Norwich.
Schr Harriet Newell, Booth, Newburg for Boston.
Schr Harriet Newell, Booth, Newburg for Boston.
Schr Allandale, Miller, New York for Norwich.
Schr Geo Conover, Weile, Port Johnson for Boston.
Schr Ladovick Bill, Hudson, New York for New Haven.
Schr Ladovick Bill, Hudson, New York for New Haven.
Schr M & Carlisle. Northrup, Elizabethport for Provilence.

Sehr Fakir, Knowles, Elizabethport for Stenington.
Schr Faunie & Edith, Cryder, Hoboken for Boston.
Schr Fats, Long, Newburg for Harwich.
Schr Kate Kaliahan, Avery, Albany for Newport.
Schr W P Phillips, Hawkins, New York for Grenwich.
Schr Wilzabeth B. Hogan, Newburg for Portland.
Schr Wm McCobb, Horton, New York for Boston.
Schr I Merwin, Bunce, Hoboken for Providence.
Schr Lavina S Barnes, Hall, Elizabethport for East

Schr Lavina S Barnes, tall, Enactorpoint freenwich, Schr F Edwards, West, Hoboken for Bristol. Schr F Efrickson, Chase, New York for Newport. Schr Julia A Brown, Elizabethport for Danversport. Schr Julia A Brown, Elizabethport for Providence. Schr Maria Adelaide, Kent, Port Johnson for Salem. Schr E A Stevens, Kennedy, Elizabethport for Boston. Schr Jane, Smith, New York for Westerly. Schr Maria Barbour, Barbour, Philadelphia for Portsports. nouth. Schr WH Duryea, Ferris, New York for Glen Cove. Schr Chief, Smith, Rondout for Providence. Schr Allie Oakes, Ridcout, Hoboken for Boston. Schr Jacob Raymond, Brown, Elizabethport for Fall

River. Schr Empire, Kennedy, Rondout for Portland, Ct. Schr Maria Roxana, Palmer, Port Johnson for Pall tiver. Schr Mary Tice, Tice, Port Johnson for New Haven. Schr Ehza Williams, Haviland, Port Johnson for Fall River.
Schr Carrie I. Hix, Hix, Elizabethport for Marblehead.
Schr Vandalla, Miller, New York for Rockland.
Schr Anna & Edith, Younz, New York for Boston.
Schr New Zwalend, Cook, New York for Portland.
Schr Emily, Morrell, New York for Stamford.
Schr Carlando Smith, Ferris, Hoboken for Portchester.
Schr Orlando Smith, Ferris, Hoboken for Portchester.

SAILED.

Steamship Metropolis Nickerson, Galveston via Havana; ship Tantallion Castle, Callac; bark T K Welden, Havana; brigs Charlotte. Cienfuegos; Johann, Cape Town; D Troworidge, Borbados.

Wind at sunset NW.

Marine Disasters. STEAMSHIP CHESAFAKE (Br.), Fisher, from Liverpool Nov 22 for Boston, put back to Queenstown previous to Dec 3, leaky, and is new discharging cargo.

STEAMSHIP GEN SERGWICK, EVARS, from New York for New Orleans, before reported at Norfolk with loss of propeller, will probably se towed back to New York for repairs. Her cargo will probably go forward by steamship City of Austin, of the same line, which sailed from New York 4th for New Orleans via Norfolk. New York 4th for New Orleans via Norfolk.

BARK VESUVIUS, from Alexandria for San Francisco, was aground at Mattawan Muds, Fetomae River, on the 5th inst, but would probably get off on that day, as the tide was making higher than it had been for several days.

BRIGHEREN, Furbish, from Savannah for Baltimore, before reported ashore on Kent Island, has been assisted off by tup Delancey, after being lightened of part of her deckload of lumber, and was towod into port 4th inst.

SCHR LDOLA MORE SISON, Jones, from Wilmington, Nofor New York, to E S Powell, which went ashore at Bock away on the 4th inst, was got off on the 6th, at 12 c'elock-by the Coast Wrecking Company's steamer Lackawanna-after discharging part of cargo; received no material damage.

atter discharging part of cargo; received no material damage.

SCHR JANES SATTERTHWAITE, from Boston for Philadelphia, parted chains and went ashore on Chatham beach Dec 3; will probably come off without damage.

SCHR LOTTIE E (Br), McLeod, from St George, NB, for Jamaica, parted chains and ran ashore at Bass Harbor, Me. She is badly injured.

SCHR ENTIER, Matthews, at New Bedford 5th from Rondout, was ran into by a stramer while going down the Hudson River, and had flying jibboom and bowsprit carried away.

SCHR DORFTO KARN, from Portland, Ct, with stone, a Long Island vessel, laden with wood, and Reading RR barge No 40, with Portland stone, all in one tow, were sunk on Saybrook, Ci, bar during the gale of the 32th nit. The Doretta kahn will be got up all right, and also the Long Island vessel probably loft.

SCHR STR. Hatch tof the Belter's water and see 150.

probably lost.

Schr Syr, Hatch (of the Bellast and Castine packet line), had a rough passage in crossing Penonscot Bay 50th all. The vessel was thrown on her beam ends off Turtle Head, when the cabin stove was capsized; the cabin was set in flames, and had it not been for the timely assistance and presence of mind of Mr G T Fletcher the passengers and crew would probably have found a watery grave.

Sche Gulnare, from Penobscot, laden with brick, dritted ashore in Oakun Bay on night of 29th all, and was got off without sustaining injury by the assistance of the crew of the revenue cutter J C Dobbin, Capt Edward Dean.

Sche H T Happer (of Sag Harbor), from Bondout for

ion, with coal, arrived at Boothbay, Me. 4th, leaking; may have to ducharge cargo to repair.

The St.John (M B) Tribune says:—A schr, name unknown, is reported to have come ashore, bottom up, at Red Head, on Saturday afternoon, 36th. At 10 o'clock a vessel was seen passing by the coast; she was American riged and apparently without control. At 2 the same afternoon a vessel, bottom up, drifted on the beach. Whether the crew were drowned or are abroad in their boat is a matter of conjecture. The vessel was painted black, with green top-sides; her sternboard with the name, was missing, and no identical clew could be obtained.

PLYMOUTE MAN. Dec. The results of cobb Von Busen.

WEYEROUTH, Nov 20—The brig M McFarlane, Hall, from London for Baltimore, which put into Portland Roads as the 19th fast, had flying jibboom carried away and alls split during a heavy squall off the North Foreland on the 12th inst.

Purser W B Gerard, of the steamship Charleston, from Charleston, has our thanks for favors.

Missing Vesseits—Steamer Scanderfa (Br), Upton, from New York Oct 5 for Queenstown, with 62,000 bush is corn, has not been heard from since her departure and it is cared that she has foundered. The Scanderia was 1,333 tons burthen, built at Glasgow in 1836 and hatled from London. ondon.

Bark Annie M Gray, Estou, from Havana July 23 for openhages, put lato Vineyard Haven Aug 10, and salled gain Aug 19 for destination, and has not been heard of lince. The A M & Wan 45 tone, built at Edon, Me, in 1865, and hailed from New York.

Notice to Mariners.

Gen Meyer, of the Signal Office, has detailed an observer to proceed at once and establish a station at Nobsque Laght, and promises to establish, within this month, a similar station at Highland Light, Trure.

Whatemen.

Arrived at St. Helena Gel 12, brig D A Small, Lair, of Provincetown; 14th, bark Barah, Foster, of NB-oil not reported.

Ship Calcutta (Br), Patching, from Calcutta for Boston, Sapt 18, lat 25 S, lon 54 E.
Ship Vermout, Higgins, from Calcutta for Hull, Sept 26, 143 B, lon 49 E.
Ship Robinson Crusce (Br), McLeod, from San Francisco for Liverpool, Oct 10, lat 34 48 S, lon 25 30.
ghip Industry, Russell, from Shields for Bombay (not as before), Nov 2, lat 24 60 N, lon 25 10 W.
Bark Quickstep, Chase, from San Francisco for Queenstown, Aug 23, lat 26 53 N, lon 123 62.
Bark Maria Rickmers (NG), Stolt, from Heng Kong for New York, Aug 25, lat 5 N, lon 125 E. Foreign Ports.

Algoa Bay, CGH, to Oct 15-Arrived, CF Perry, Hallett, Table Bay. Sailed to Oct 13, Miako, Anderson (from New York), Vo-kohams, having repaired. t Orient, Hanson, Ayres, New York, illed: 31, brig River Queen (Br). Wilson, Milk River; bark Sagadahoe, Geyer, seeking; 27th, brig J L. Salled 331, 07th th, bark Sagadahoe, Geyer, seeking; 41th, owen, Taylor, Pensacola. Bremerawar, Nov 17—Salled, Schiller, Wischusen, alveston: Marco Polo, Minssen, New York, Carbirr, Nov 20—Sailed, Peeriess, Allen, New Orleans; Carbirr, Nov 20—Sailed, Peeriess, Allen, New Orleans; Ander, Emmerson, Peusacola.
Intered for Idg 18th, John Bryce, Morse, for Callac.
OPENHAGEN, Nov 17—In the Roads, Marla, Kjolle, from ISTIANSAND, Nov 3-Put in, Confidence, Menzies. CHRISTIARSAND, NOV 3—Put in, Confidence, Menzies, from Leith for Fernacola.

Callado, Oct 29—Arrived, ships Vigilate, Whitmore, Liverpool; 39th, Corsica, Havener, San Francisco: Nov I. H. Richardson, Anderson, Cardiff; Joseph Clark, Carver, Macabi (and salied 13th for England); bark Carlota, Sverino, Lomas; 2d, ships Florella, Mears, Gunnape (and salied Tin for United States); 4th, City of Montreal, Mulagett, Chimbote (and salied Sta for Gunnape); 5th, barks agett, Chimbote (and salied Sta for Gunnape); 5th, barks and the States); 4th, Almena, Eldridge, Gananger, Louise, Summers, 4pul, site, Handell, Valouraiso; bark Clari, Louise, Summers, 4pul, site, Handell, Jamestown, Call, Macabi; 13th, Martha (cob) Handell, Jamestown, Call, Macabi; 13th, Martha (cob) Handell, Sway, Barchelder, San Francisco; 5tlst, 1f S Sandford, Dumply, Gunnape; Nov 2, bark Malleville, Patten, San Francisco; 6th, ship Savoire Faire (Br), Atkinson, do; 7th, bark Gwennu (Br), Jones do; 6th, ships Columbus, Blethen, and Tacific, Blanchard, Guanape; 19th, Winona, Stanley, da.

In port Nov 14, ships Emma, Rich; Gen Berry, Leven saler, and Nancy Pendleton, Pendleton, chartered; El-dorado, Winding, for San Francisco (chered); Ti-mountain, Urquhart, seeking; barks Ava, Lawrence, for San Francisco; Moonbeam, Field, seeking; and the above arrivals.

Dunnier, Nov 20—In the Roads, Mary Anna, Munster, LITAR, Nov 14-Arrived, New York, Savarese, New

York.

GRAMAFE, NOV 4—In port ships Charter Oak, Nichols;
Anna Decatur, Patterson; Eric the Bed. Small; Resolute, Nickels; Gen Shepley, Fatten; Jane Fish, Brown;
Harry Morse, Wyman: Freedom, Fradley, and Golden
Rule, Hall; barks Henry A Litchfield, Spaniding; Priscilla, Fraser; Nicholson Trayer, Crosby, and Jac G Fendieton, Gilmore—all ldg guano.
Gleared Nov 4, ship Kendrick Fish, McCloy, Callao.
HARBURG, Dec 2—Arrived, steamship Germania (NG),
Winzen, New York. HANDURG, DOG 2—AFTIVEG, STEAMSHIP GETMANIA (NG), WINZEN, NEW YORK. HAYAR, NOV 19—AFTIVEG, SAXONIA (n), Brandt, New Or-eans via Hayana. Kalled Dec 4, steamship Franklin (NG), Dehnicke (from Stettin), New York. HARWICH, Eng. Nov 21—Arrived, Carlo, Lauro, New York for 198wich. HAYAWA, Dec 3—Sailed, steamship City of Havana, Deaken. New York.

Halivar, Dec 5-Salled, steamship Austrian (Br),
Richardson (from Baltimore), St Johns, NF, and Liverpool.

Artived 6th, steamship North American (Br), Miller,
Liverreet for Baltimore) Arrived cin, seemining with a market control of the Render Bay.

Liverpool, Nov 20—Arrived, Ravenscliffe, Hughes, Bal timore; Vasa, Nielsen, Philadelphia; Severn (s), Bland, Boston and St John, NB (and entered out same day for Philadelphis. Arrived at do Dec 4, ship Sonntag, Harriman, San rancisco. Arrived Dec & steamship Manitoban, Quebec. Sailed 20th, Italy (8), Thompson, New York; 25th, Trent

s), Philadelphia. Cleared 20th, New Era, Gordon, Boston. Entered out 20th, Beann Uamba, Cann, for New Greans; Spain (s), Grace, for New York: Archibald Fuller, leans: Spain (s), Grace, for New York: Archibald Fuller, Kite, San Francisco. London, Nov 24—Entered out, Tidal Wave, Barnes, for loston. Cleared 21st. Rio, McDonald, Providence. Arrived at Gravesend 21st, Jens Lassen, Sorensen, New ork. Lancastes, Nov 20—Arrived, Abraham Skalle, Greger-on, New York. son, New York. Lordonburger, Nov 19—Arrived, Carl der Grosse, Voss, New York. Lynn, Nov 21—Arrived, Silver Stream, Todd, Philadelphia.
Licara, Nov 9—Arrived, Marathon, Downell, Fiume
(and salled 10th for Palermo).
Maxroor, Nov 20—Arrived, Betay Gude, Due, New
York via Queenstown.
Massruhos, Nov 16—Arrived, Charles, Pedemonti, PhilMassruhos, Nov 16—Arrived, Charles, Pedemonti, Phil-

Massillos, Nov 16—Arrived, United relations and philadel 18th, Palo Alto, Tenney, Matanzas.

Salled 18th, Palo Alto, Tenney, Matanzas.

Massina, Nov 9—Arrived, Wm. Uory (8). Cole, Naples (and sailed 12th for Palermo and New York).

Sailed 9th, Abraham Lincoln, Beniante, New York.

Malaga, Nov 16—Sailed, Steamship Assyria (Br), Smith, New York is pig Maria Crowell (Br), Perkins, do; 19th, steamship Surbiton (Br), New York.

In port 16th, bark Syra, Corning, and brigs Lizzie W Virden, Beatty, and Ossipee, Sprague, destinations not given.
Macass, Nov 3-In port ship Sagamore, Wood, ldg guano.

MATAREAS, Nov 28—Arrived, schra Oconeo, Maddox, Savannah yia Nassau; 29th, brig Ada H Halls, Phinney, St vannah via Nassau; 29th. brig Ada H Halls, Philiney, S John, NB. Salled 20th, brig Mechanic, Nichols, Pascagoula. Ngwport, Nov 19—Arrived, American Eagle, Harding Plymouth, fo load for Cape de Verds. Cleared 19th. Semlemanden, New Orleans. Palanno, Nov 11—In port bark Reystone, Maithews, for Boston 19th.

Boston 19th.

Panama, Nov 23—Arrived, steamship Salvador, Bowditch, Central America.

Bailed 21st, steamships St Louis, Rathburn, Central America; Sacramanto, Parnsworth, San Francisco.

Quzersprown, Nov 20—Arrived, Onore, Corona, and Ebenezer, Jacobsen, New York; 21st, Galveston, Kohlen-Kamp, Savannah; Leone, Svanich, and Brage, Steen, New York; w Tork.
Put back previous to Dec 5, steamship Chesapeake (Br),
ster, from Liverpool for Boston (see Disasters).
Saited Nov 20, Fotomac (9), London (from Liverpool),
niladelphia; Hudson, Nicholas (from New York), Livpool; Westfield, Humphreys (from Guanape), Antwerp,
Bostock, Nov 16-Arrived, Ernet Wilhelm, Parow, New
ork for Dantsic. York for Dantaic.

SINIDA, Nov 21—Pur in, Choice, Ganci, and Libertaa, Eucovich, from New York, both for Hartlepool (both vessels will have to remain here till next spring tides, there not being sufficient water at Hartlepool at present).

SR JOHN, NB, Dec 5—Arrived, schr Teal (Br), Peck, New York.

Sr John, NB, Deco—Alliveous Chin, Thits, New York, Cleared 4th, sohr Glanmire (Br), Thits, New York, Cleared 4th, sohr Glanmire (Br), Thits, New York, Theran, Oct 25—In port sohr Blia, Montgomery, disg

BOSTON, Dec 5-Arrived, schrs Artie Garwood, Yeung, Alexandria; A Hammond, Baker, Elizabethport. Cleared-Steamer Nereus, Bearse, New York; barks Pizarro, Matthews, Liverpool: Zephyrine, Johnson, Demarara; Nate Sancton, Rose, Baltimore, brig CC Van Horn (Br.), Hooker, Wilmington, Del; schrs H W Foster, Rich New Orleans via Key West; Winner, Plunmer, Jacksonville, Fla; Governor J Y Smith, Pray, Baltimore. Jacksonville, Fla; Governor J I Smith, Fray, Battomore.

6th—Arrived, steamship Ashland, New York; Ship Frincess Alexandra (Br), Littlejohn, Calcutta; bark Smyrniote, Mayo, Smyrua, schr Emeline (Br), Chishelm, St Marc.

BALTIMORE, Dec 5—Arrived, bark Allec C (Br), Dix, from Philadelphia to load for Hamburg; brig Flanet (N G), Kroger, Santos via Hampton Roads.

Chearce—Bark Critect, Kean, Rio Janeiro and a market; brigs Somerset (Br), McBride, West Indies: Geo Gilchrist, Hart, Matanzas; Ocean Helle, Kelley, Boston; schrs Demont, Gales, Nassan, NF, H E Russell, Mchaffey, Noston; Eastern Queen, Dunbar, Rocksport, Mc.

Ralled—Barks Aquidnick, Rio Janairo, do; schr Ocerone, Videralts. one, Gbraltar, BRUNSWICK, Ga. Nov 29-In port bark Chanticleer, Abrahams, for Baltimore of Philadenphia, idg. BATH, Dec 4-Sailed, schr John C Libby, Pietcher, BATH. Dec 4-Sailed, sohr John C Libby, Pietcher, Cardenas.

BUCKSPORT, Me. Dec 2-Bailed, sohr Post Boy (new, 171 tone), Robinson, New York via Islands.

4th-Sailed, schrs J G Stover, Arey, and Win H Jewett, Wardwell, New York.

BRISTOL, Dec 4-Arrived, schr R H Hinckley, Hodges.

South Amboy.

Sailed—Schrs R H Wheldon, Feunimore, Philadelphia;

Oregon, Wilson, New York.

BRIDGEPORT, Dec 6-Arrived, schrs Sparkle, Cronsy, Frenton; Bias Fonyon, Campbeil, Einzabethport: Beile

Seaman, Stachman, Port Johnson; Connecticut, Debart, Holoken; Flying Flah, Sellick, New York, CHARLESTON, Dec 3—Sailed, John Mary E Long, Har-Salled-Schre Eine, halos, Lunt, Boston; o Harris, Providence; Palos, Lunt, Boston; o Tenny, Providence, Palos, Lunt, Boston; o Hay, FALL RIVER, Dec 4—Arrived, schre Joseph Hay, FALL RIVER, Dec 4—Arrived, acht Meaten, Barrett, Philadelphia; John Manlove, Carr, Rilzabethport; Sirown, Mott, Albany; Lucy Church, Nickerson, and J G Huntington, Dudley, Bondout, GALVESTON, Nov 29—Arrived, bark Carl von Dobelm GALVESTO York.
Sailed—Schra Lamartine, Besse, New York; Benry
Gibbs, Chase, and Ada Doane, Nickerson, do.
NEW PORT, Dec 4. PM—Arrived, achra Gamecock, Patrick, St. Marc, Hayti, for Boston; S. M. Tyler, Bordenryaul, Smith, and Florence I Lockwood, St. John, Fail
River for New York; Mira A Pratt, Pratt, Providence for
do; Vaper, do for Trenton.
Sailed—Brig John Aviles, Standish, New York for Boxton. 5th, AM—The wind-bound vessels are mostly goog con-with a light northerly breeze.

PASCAGOULA, Nov ZI—Arrived, brig Jas Lingley (Br),
Jones, Hayang.

PENSACOLA, Dec 3—Arrived, barks F H Rockum,
fewel, Ga-brom, Rotterdam; Fickkefjord (Swe), Edye,
London; Cientuegos, Norgrave, Havana; brig Fonvert,
Allen Clantuegos London; Cleniuegos, Norgrave, Bartan.
Allen, Cleniuegos, Salled.—Bark Isabel (Arg), Newhall, Cleniuegos; schr.
Abboti Bevereaux, Rich, Boston.
PHILADELPHIA, Dec 5—Arrived, steamships Leonard,
Hugher, Boston; Achilles Colbarn, do; Ceatipede, Willets, do; schr. W F Garrison, Blackman, do; Abna Myrich,
Richards, Provincetown.
Richards, Provincetown.

Clark, Griffing, Greenport; Clara Davidson, Christie, Fait River.

Lewes, Del, Dec 5—P.M.—A bark and brig went up in tow of the America this morning; the brig is reported to the Hermes. About 30 schooners have arrived since last night.

PORTLAND, Dec 4—Arrived, schr Armida Hall, Hall, Portsmouth, to load for Savannah.

Salled—Barks Samuel E Spring, Sarah Hobart, Sarah B. Hale, Fannie H. Loring: brigs H. B. Bishop, I. W. Shows; Schrs Marcus Hunter, Mary A. Harmon, Sophie, Maggie, Nellie Chase, T. Benedict, Willie Martin, Nellie Belle, Tcazer, Onward, R. H. Baker, Hattle E Sampson.

5th—Arrived, bark Caro, Beals, St Pierre, Drigs Ysodora Rionda, Plummer, Matanzas; E. H. Kennety, Hallett, Sagna.

SOMERSET, Dec 5—Arrived, schr Ann Elizabeth, neity, Elizabethport.
VINEYARD HAVEN, Dec 4—Arrived, brigs Tally Ho, Alexandria for Boston: Gold Finder (Br), Proxidence har do; Mattle 8 Russell, Hobeken for Portsmouth; schra JR H Crawley, do for Boston: Lizzle Carr and R H Parber, Georgetown, DC, for do; Jeddie, Rondout for do; Desseden, Weehnwken for do; Rebecca Florence, Sastimore for do; Charles S Rogers and Bachel 8 Miller, Fhiladelphia for do (the latter with loss of ancher, ib travellen; and jib split); Gustle Wilson, Philadelphia for Hingham; John W Ramsey, do for Salem; Harvest, New York for Rockland; America (Br), and Janet S (Br), Pasvidence, for St John, NB; Laura Robinson, Flymouth for New York.

Rockland: Amorica (Br.), and Janet S. Br.). Providence, for St John, NB; Laura Robinson, Plymouth for New York. Salied.—Schrs Lucie M Jenkins, George H Squires, F R. Baird, C B Wood, Martha Innes, J D Griffen, Ada Herbert, Teress D Baker, Pioneer, U B Piske, Wm A Graeker. John D Paige and Stephen Morris.

5th—Arrived. brigs Alfareta, Pensacola for Roston; John Avilos, Hoboken for do; schrs L B Cowperthwante, and G A Rawley, Philadelphia for Boston; Mary Farrow, New York for do; Wm H Mitchell, Weehawken for do; Johnson for Ipswich; Geo P Trigs, New York for Danvers; Ruth S Hodgdon, do for Portsmouth; Onward, Hoboken for Fearsport; Jas P Carnegy, Philadelphia for Salem; silas McLean and Rhomas Alx, Rockland for New York; Fair Wind, Elsworth for do; Majestic, Wyman, Bangor for do; Active, Portsmouth for Baiffinger; A Huddell, Boston for do; Louisa Smith (with the less of ber anchor and 30 fathoms of chain; and Emma W Day, Bangor for Bridgeport; Alice Dorda, W G Bartiett, E Martita and Sarah J Bright, Boston for Philadelphia; Jas S Watson, Lynn for do; Ida R Freeman and Edward Rich, Wellfred, Va.

Also arrived, brigs Elbe, Philadelphia for Halitax, and Sarah Harris, do for Annapolis, NS (with the loss of her anchor and Anapolis, NS (with the loss of her anchor and Anapolis, MS (with the loss of her anchor and Anapolis, Philadelphia, Jas S Watson, Lynn for Apponany (with the loss of her anchor and Spathoms of chain.)

Passed by—Schr Nile, from Rockland for New York, Salied—Bark Ellen Stevens; brigs Maria Wheeler, Taliy Ho, Mattle B Russell and John Aviles; schra S S Godfrey, J M Fiannagan, Laura, Union Flag, Hervert Marston, Charlie Cobb, Mary E Wharff, Addie F Cole, Thomas W Haven, John M Bollan, H Skinner, Snow Squali, M K Graham, II G Bird, Alice, Northern Light, J B Vandusen, J A H Crowley, Dresden, E H Furber, Mulatio, Bebecca-Fiorence, Harvest, Chas S Rogers, Gustie Wilson, Silas McLean, ida R Preeman, Edward Rich, Alice Raymond, Thomas Hix, George P Trigg, W II Mitchell, Joseph P Comyges.

Thomas Hix. George P 1719g, 17 Comyges. WILMINGTON, NC, Dec 4—Cleared, schrs Stephen & WILMINGTON, NC, Dec 4—Cleared, schrs Stephen & Hart, Hart, New York; Annie Jones, Jenes, Thomaston, Me; Carleton, Albury, Nassau. MISCELLANEOUS. A BROLUTE DIVORCES LEGALLY OBTAINED IN different States: legal everywhere; desertion, ac, sufficient cause; no publicity required; no charge unid divorce granted; nalvice free.

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